

The Hongkong Telegraph.

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NEW SERIES No. 5895

光緒三十四年九月十五日

FRIDAY, OCTOBER 9, 1908.

五拜禮

號九月十英曆

50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$11,000,000
Silver \$14,000,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. Shellin, Esq.—Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq. C. R. Leunemann, Esq.
O. G. R. Broderick, Esq. R. Shewan, Esq.
G. F. Frieland, Esq. Hon. Mr. H. A. W.
C. S. Gubbay, Esq. Slade
W. Helms, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS.
LONDON BANKERS—LONDON COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4½ per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 22nd August, 1908.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 2½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$5,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$5,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK
LONDON OFFICE:
THREADNEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTRIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4½ per cent. per annum.
" 6 " 4 " " "
" 3 " 3 " " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

ESTABLISHED 1824.
PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Soerabaya, Cherbon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Dell), Palembang, Kota-Radia (Achesah), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2½ per annum on daily balances.
Fixed Deposits 12 months 4½ per annum.
Do 6 " 4 " "
Do 3 " 3 " "
J. L. VAN HOUTEN,
Agent.
Hongkong, 15th July 1908.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO: CHEFOO, TIENSIN, KOBE, PEKIN, OSAKA, NEWYUWANG, NAGASAKI, DALNY, LYONS, PORT ARTHUR, NEW YORK, ANTONG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-GHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits:
For 12 months 5½ per cent.
" 6 " 4½ " "
" 3 " 3½ " "
TAKMO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3½ " "
" 3 " 3 " "
JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direktion der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYCHILDS & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 30.11.08.
AND
THREE PRACTICE DANCES.

SCOTSMEN desiring to subscribe to the above are requested to forward their names to the undersigned.
DAVID WOOD,
Hon. Secretary.
Hongkong, 3rd October, 1908.

FRENCH STORE

(late A. Chazalon & Co.)
6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment of AMERICAN GOODS comprising the following:—

SALT HERRINGS, MACKERELS, SALMON BELLIES, OADFISH, BLOCKS, SPICED NORWEGIAN ANCHOVIES, SARDELLES, CANNED FRUITS, ASPARAGUS, &c., &c., &c.
Hongkong, 22nd August, 1908.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE & POONA About 13th } Freight only.
YOKOHAMA Capt. A. F. Vins, R.N.R. } Oct. }

SHANGHAI [ASSAGE About 15th } Freight and
Capt. C. L. Daniel Oct. } Passage.

LONDON, &c., via usual Ports } DELTA 17th Oct. } See Special
Capt. B. W. H. Snow Noon. } Advertisement.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.

Hongkong, 5th October, 1908.

Intimations.

LANE, CRAWFORD & CO.

LADIES' DEPARTMENT.

LAST DAY

OF

SALE,

SATURDAY, OCTOBER 10TH.

LANE, CRAWFORD & CO.

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR
ARE THE BEST WHISKIES OBTAINABLE.



Telephone No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 22nd September, 1908.

THE SAVOY,

13, Queen's Road Central.

FIRST-CLASS GOODS:
New Regal Shoes and Monarch

Shirts.
Outfitters.
W. B. Corsets.

Ladies' Shoes.
Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 21st July 1907.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PRAE, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,366 Tons, "KINSHAN" 1,993 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do do do Monday do \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 11th October.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF, at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

Machado's String Band will play selections of Music during the trip.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Manager.

Hongkong, 21st June, 1907.

GRAND CARLTON HOTEL

AND

ANNEXE,

8 & 10, Ice House Road.

Cable Address: "GRAND."—Telephone No. 812.

The Most Luxurious, Quiet and Comfortable private Hotel.

Secluded from the endless noise of Jinrickahays.

Excellent Accommodation for Single and Family Visitors.

Excellent Cuisine.

Centrally Situated.

Matron in Attendance.

For Further Particulars, apply

MANAGER.

Hongkong, 9th October, 1908.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single

Rooms, Private Baths, Modern Up-to-date Appoint-

ments, Renowned Cuisine.

Agents:

ITZ.

Hongkong.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"ZITEN" Capt. F. Prosch	WEDNESDAY, Noon, 31st October.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt.	About WEDNESDAY, 21st October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. 102	THURSDAY, 5 P.M., 5th November.
KUDAT and SANDAKAN	"BORMED" Capt. F. Sembill	About the 18th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th October, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Brillon	12th Oct., P.M.
MARSEILLES, VIA PORTS	VILLE DE LA CIOTAT	Brillon	13th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Laucelin	26th Oct., P.M.
MARSEILLES, VIA PORTS	GALEDONIE	Martin	27th Oct., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 29th September, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA to HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO. Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 22

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRV 13th Oct. * CORSE 11th Jan., 1909.

† OGYLAN 26th Nov.

† New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

† Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

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WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE a week, completing the ROUND TRIP in 4 DAYS. These steamers are fitted with the latest machinery and are Lighted Throughout by Electricity. THE CLIMATE OF THE WINTER MONTHS IS

For further Particulars, apply to

J. D. SWIRE,

LONDON & CHINA.

11, John Street, Bedford Row, W.C.

Hongkong, 6th March 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside 614 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Idem, Bonts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	First half Oct.	SHANGHAI & JAPAN	First half Oct.
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP.	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJIBODAS	JAVA	First half Nov.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 1st October, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 10 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

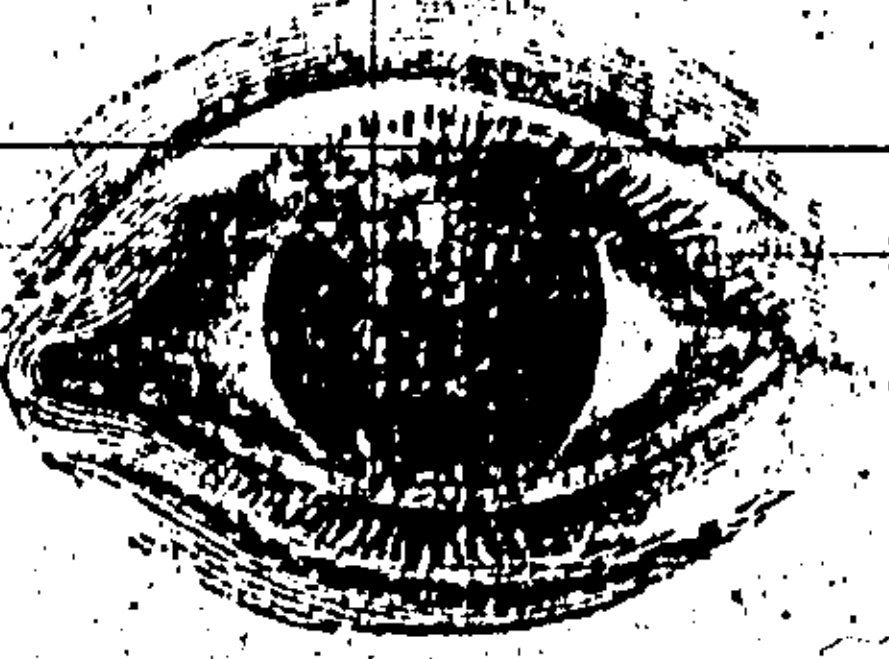
BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 11, John Street, Bedford Row, W.C.

Hongkong, 6th March 1908.

CALCUTTA, 59, Bechook Street.

SHANGHAI, 166, Nanking Road.

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WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and to the left	Indicates a Typhoon to the North-East of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and to the left	Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and to the right	Indicates a Typhoon to the South-West of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and to the right	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal—Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal, Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Aberdeen.
Waglan.	Sai Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tau Kol.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light-houses.

F. G. FIOG,

Director.

16th July, 1907.

SUICIDE IN JAPAN.

LARGE NUMBER FOR THIS YEAR.

From reports of suicides that are daily published in the vernacular journals it would appear that there is at present a distinct tendency to an increase in the number of suicides in this country. Mr. Shindo, Chief of the Statistics Bureau in the Metropolitan Police Board, has compiled interesting statistics showing the number, methods, etc., of the suicides that occurred in Tokyo during the last three years. As will be seen from the figures given below, drowning is the most usual method resorted to; hanging, running over by trains, taking of poison, etc., coming in the order named. The following returns refer to the first six months of each year for the sake of comparison:—

Death by 1906. 1907. 1908.

Drowning 432 108 167

Hanging 83 108 90

Run over by train 56 75 90

By the sword 34 33 37

Poison 48 34 45

Shooting 6 2 4

Others 9 6 20

367 367 441

Curiously, the numbers of suicides for the first half-year of 1906 and 1907 are exactly the same, though there was an increase of 18 per cent. for this year. Of course no cases of attempted suicide are included in the above figures. According to Mr. Shindo, of the various methods of suicide employed, hanging is said to be the surest means of self-destruction. Something like 95 per cent. of those who adopt this method succeed in their attempt. The second best is the railway, water-plunging coming in a good third. The sword is a most treacherous instrument for the purposes of suicide, only 30 per cent. of those who try this national weapon attaining their end. The chances of those who have recourse to poison are nearly evenly balanced. As to the causes leading to suicide, a large number may be traced to mental derangement while no motives can be discovered in a good many cases. Whereas the number of suicides which could be traceable to the difficulty of living was only 27 for the first six months of 1906, it increased to 51 in the same period of 1908. Mental derangement, difficulty of living, result of jealousy or unrequited love and dissipation are the principal causes of suicides. Among those who take their own lives as the result of jealousy or love there is a larger percentage of women, while self-destruction in consequence of dissipation is almost monopolized by men. The number of the suicides for the first-half of 1906 comprised 199 men and 168 women; that of 1907, 228 men and 139 women; and that of 1908, 268 men and 173 women. There would seem to be a tendency for the rate of suicides to increase more rapidly among men than among women.—Japan Chronicle.

STEAMER FREIGHTS ON THE PACIFIC.

In a telegram to the Foreign Office in Tokyo, dated the 25th ultimo, the Japanese Consul at Chicago states that, according to what has been privately shown by a certain authority as a scale of freight tariffs on Oriental goods recently agreed upon by eight steamship companies engaged in the Pacific trade, the freight on anthracite is 30 cents per 100 lbs., bamboo rods, 50 cents, bamboo blinds, \$1; raw silk, \$2.25; and tea 60 cents. When these rates are added to the railway freightage, says the message, they cannot be said to be a very radical increase. The agents in Chicago of railway and steamship companies do not seem to have yet received instructions from the head offices regarding the rates of freight. The tariff may be amended before being finally decided upon. Some of the authorities in Chicago interested in the freight question are watching the attitude of the Nippon Yusen Kaisha before finally settling the tariff rates.

Intimations

HONGKONG GYMKNHA CLUB.

THE FIFTH and LAST MEETING of the Season will be held at Happy Valley, TO-MORROW, 10th October, 1908, commencing at 3.45 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER

Hon. Sec. and Treasurer.

Hongkong, 9th October, 1908.

(895)

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

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FOOD

(72-1)

Intimations.

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ESTABLISHED A.D. 1841.

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MANUFACTURERS.

THIS SEASON'S SPECIALITIES—

Lime Fruit

Champagne,

Dry Ginger Ale,

Lemon Squash,

Champagne Cider,

Orange Champagne.

WATSON'S
FRUIT SYRUPSMixed with Aerated or plain
water makeDELICIOUS COOLING
DRINKS.Guaranteed to be made from the
PURE JUICE OF SOUND RIPE
FRUIT.A. S. WATSON & CO.,
LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908. [33]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On September 27, 1908, at Shanghai, the wife of H. A. GRAY, of a son.

DEATHS.

On August 19, 1908, MARCUS AARON SOPHER, of Shanghai. Deeply Regretted.

On October 2, 1908, at Shanghai, CHARLES GEORGE RICHARD BRODERSEN, of Siemens & Co., aged 48 years.

On October 7, 1908, at Shanghai, JOHN ROBERTS, aged 43.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 9, 1908.

DR. SVEN HEDIN.

Dr. Sven Hedin's return to civilization is an event of more than common importance, for the whole world will presently be indebted to him for important re-arrangements of the map of Asia. On his return home the geographers should, with one accord, fall down and worship him. To his story when it is unfolded there will, of course, be two sides, the scientific and the personal; and it will be difficult to say which is the more interesting. So far we have been mainly attracted by snatches of the personal narrative, says a leader writer in the *Advocate of India* who says: "Thus he has been absent from Europe for three years and from civilization for two; travelling over 40,000

miles in the wild highlands of Tibet; living on whatever food he could find on the spot, from hand to mouth; neither smoking nor drinking; and finally and appropriately returning to civilization dressed in the garments of a Tibetan Lama, his own clothes having been lost in a fire. We shall have to wait for the inevitable lecture before the Royal Geographical Society and the equally inevitable book in order to satisfy our curiosity as to the extent of the Doctor's explorations and discoveries. Twenty-five years have passed since he first visited Asia, and since then he has made five expeditions in this vast continent, every one of them lasting from two to three years. What Dr. Sven Hedin does not know about Tibet is surely not worth knowing. It seems strange, when one considers how thoroughly the world has been explored, that in the year 1907 it should be given to any one practically to discover a range of mountains two thousand miles long, and the surprise of the discovery is intensified rather than diminished by the fact that here and there the country traversed was already known. The famous Swede was the discoverer. And it is important to remember that such a discovery cannot be made again, for there is no blank space big enough on the map of the world to contain such a range of mountains. When Dr. Sven Hedin's book is forthcoming we expect a feast of fine things, for his skill with the pen is not the least of his accomplishments. Perhaps a man who has done the things that he has done and seen the things that he has seen could hardly fail in the recording of them. It is simply astounding what this one man accomplishes on one of his arduous journeys in the way of scientific work. Singlehanded or with slight aid from one of the Burist Cosacks, placed at his service by the Tsar, he makes his observations—geographical, geological, astronomical, etc., from morning to night, and robs himself of sleep to jot them down first in pencil, then in ink, so as to have two sets of results. And yet, though this tireless Swede labours so arduously in the cause of science, he loves adventure for its own sake, just as he loves Nature for her own sake. He has been paid a hundred-fold for his toilsome marches. A keen sense of enjoyment has attended him throughout. He writes almost in ecstasy of the sight he saw in the secret places of the world. Here is an exquisite description of the holy lake, Manasarovar, the most holy and the most famous of all the lakes in the world:—"Shot in between two of the great mountains in the world, Kailas in the north, and Gurla-Maddhata in the south, and between the chains from which these mountains raise their heads crowded with dazzling, eternal snow, stretches out the holy lake, almost round in form, and nearly twenty five kilometers in diameter. I was often near weeping for joy at the sight of this wonderful landscape of surpassing grandeur, and I cherished a secret hope to be able one day to describe it in words for others to be able in my insignificance to utter a feeble and flattering word of praise of the Almighty. How came Manasarovar and Kailas to become objects of divine worship in two so different religions as Hinduism and Lamaism, if each in its own special way did not appeal to and impress the human mind by its marvellous beauty, and did not seem to be rather a part of heaven than of earth? A bath in the lake insures Hindus immortality from sin; a pilgrimage round the mountain or the lake in the same direction as the hands of a clock frees the Tibetan from the tortures of purgatory, and permits him after death to sit for all eternity at the feet of the gods and eat "tsamba" out of golden dishes." If this is a foretaste of Dr. Sven Hedin's lectures and writings the most exacting critic will not be disappointed. According to his own report his funds are practically exhausted, and he has lost by death his most generous patron, King Oscar of Sweden. But we feel sure that other friends will rise up to assist him, and that he will be able to give to the world the results of his great adventure.

LOCAL AND GENERAL.

A RECENT issue of the *B. N. Borneo Herald* says:—Nine Chinese lunatics were shipped to Canton via Hongkong by a *Manning* on 22nd ult. The passage contract was for a minimum of ten, but the authorities could not beat up a man to fill the vacancy. They state that there are lunatics in plenty—but not Chinese!

A CHINAMAN, bearing visiting cards describing himself as "Lieutenant Colonel, Imperial Chinese Navy," has been arrested for obtaining money by false pretences, and is now in Kuda-Gaul. The gentleman was travelling as a deck passenger by a.s. *Marulu*, and obtaining money by producing a mandate purporting to be from the Dowager Empress of China, which threatened decapitation or lesser penalties for refusal. A head-tail of one of the states was induced to part with money by the offer of the button of a 5th class mandarin. The Chinese Chamber of Commerce, Kuda, being doubtful of his bona-fides, telegraphed through the Resident to the Chinese Consul at Singapore, with the result that the police were requested to intervene.

HONGKONG TECHNICAL
INSTITUTE.

LIST OF CERTIFICATES.

The following are the names of students who were successful at examinations held in June last at the Hongkong Technical Institute. Prize Winners are denoted by an asterisk, and those who passed with "Distinction" by the letter "D" after their names.

Building Construction.—Lecturer: Mr. T. L. Perkins, A.M.I.C.E.; Examiner: Mr. J. F. Boulton, A.M.I.C.E.

Certificates awarded to—Mr. Fung-shu, Tse Ching-fong, and Thomson Wright.

Machine Drawing.—Senior Lecturer: Mr. W. Tulp, A.M.I.E.; Examiner: Mr. J. Martio, Hongkong and Whampoa Dock Co.

Certificates awarded to—David C. Wong * "D," Leung Tin-shang "D," Tse Ying "D," Chao Leung-hui "D," and Lo Kam-chak "D." Junior.—Cheung Yu * "D," Chiu Wai "D," Yeung Yuk-shu, Ng Tin-chi, and Lo Chiu-yau.

Steam.—Lecturer: Mr. W. Tulp, A.M.I.E.; Examiner: Mr. J. Martio, Hongkong and Whampoa Dock Co.

Certificates awarded to—Lo Kam-chak * "D," Leung Tin-shang * "D," Ng Tin-chi "D," Chiu Wai "D," R. E. Shaw, and David C. Wong.

Mechanics.—Senior Lecturer: Mr. W. H. Williams, F.C.S.; Examiner: Mr. H. Sykes.

Certificate awarded to Tse Ching-long.

Mathematics.—Senior Lecturer: Mr. A.R. Sutherland, M.A.; Examiner: Mr. A. W. Grant, M.A.

Certificate awarded to Tse Shing-fan, Junior.—Wm. Witherspoon.

English.—Senior Lecturers: Mr. H. L. Garrett, B.A., Mr. G. P. de Martin, B.A.; Examiner: Mr. R. G. Wood, B.A.

Certificates awarded to Henry G. Leong, * "D," Silas Perry "D," Y. M. Juman, R. Nazarin, Lau Wing-chung, Bishen Singh and M. Gourgey, "D."

English.—Junior.—M. B. Atwee, * "D," Fok Kai-him, * "D," Yik-hang, Li Chi-fai, Kwok Wa-fan, Pun Ping-lour, C. W. Sham, Tsang Kwong, W. Salvador, Chedong Lai-in, Ip Yik-shang, Tam Kwok-soi, Tsang Ching-hau, In Ping-man, R. Mendon, C. Rodriguez, Un Wong, and Ip Kwai-shang.

French.—Senior Lecturer: Madame Ribot; Examiner: Rev. Father Souvey.

Certificates awarded to—M. R. Leitao "D," J. B. Gutierrez, Junior.—Lecturer: Mr. P. d'Agostini; Examiner: Rev. Father Souvey.

Certificates awarded to D. Eira, "D," C. Polley, A. Joaquin, G. Bonding, Ho Wing, Mok Mun, R. Basa, F. A. Joaquin and M. Long.

German.—Senior Lecturer: Rev. Pastor Muller; Examiner: Rev. J. H. Vornel.

Certificates awarded to—Fu Ching-ling "D," M. A. Gomes, O. F. Ribeiro, Junior.—Yau Han-ying "D."

Short-hand.—Senior Lecturer: Mr. J. W. Bains (*China Mail*); Examiner: Mr. R. A. Lowry (*S. China Morning Post*).

Certificates awarded to—R. D. Wilks, * "D," D. Young "D," Junior.—Pang Kan-wing, * "D," A. Mercado, Li Chor-chi, F. J. Agabeg, H. W. Kiling, and V. Salvador.

Book-keeping.—Lecturer: Mr. A. O. Brown; Examiner: Mr. A. E. Crapnell.

Certificate awarded to H. D. Talati, "D."

Theoretical Chemistry.—Lecturer: Mr. F. Browne, F.I.C.; Examiner: Mr. A. C. Franklin, F.I.C.

Certificates awarded to Chan Wing-to and Tam Wing-kwong.

Practical Chemistry.—Tan Wing-kwong, * "D," Chan Wing-to "D," Ko Wo-tuck "D," Chan Uy-ying "D," Ma Fung-shu, Oscar Ribeiro, Joseph Poon-why, and Au Shiu-chung.

Physics.—Senior Lecturer: Mr. A. H. Crook, M.A.; Examiner: Mr. H. Sykes.

Certificate awarded to J. C. Orris, Junior.—Certificates awarded to Tse Ching-fong and Leung Wing-wai.

TYPHOON IN THE PHILIPPINES.

DAMAGES IN THE VISAYAN ISLES.

Iloilo, Panay, P. I., September 30, 1908.

Reports from nearly every place in the Visayas that suffered from the recent typhoon have been received in Iloilo and these reports tell a tale of destruction and damage that, in money value, will amount away up into the hundreds of thousands of pesos.

At Camp Bumpus, Tacloban, the damage to the military was severe, two sets of barracks being completely destroyed and the barracks of another company badly damaged. The troops are camping in tents, in the chapel, in officers' quarters and wherever shelter can be secured. Officers' quarters were also damaged.

At Camp Connell, Samar, four sets of quarters, the distilling plant, Hospital Corps quarters and the chapel were destroyed, and those left standing are in such condition that they afford no shelter.

At Borongan the town and the military post were both wiped out. No deaths reported, only a few minor injuries.

All buildings at Gandara more or less injured; roofs blown away.

At Camp Downes ships roofs all injured. Tanauan, Tolosa, and Abuyog, Leyte, all report injury to buildings. One set quarters and one officers' quarters blown down at Abuyog.

All buildings except head-quarters, post exchange and Hospital Corps sergeant's quarters blown down.

By heroic effort the steam lighter *Harrisburg* was saved, but the s.s. *Tarlat* is reported ashore three miles north of Borongan.

It is almost certain that the government will have to furnish emergency support to the residents of the coast of Samar as practically everything these people owned has been destroyed or blown away. Very little damage was done around Iloilo and on the islands of Guimaras and Panay, although several small houses were demolished or blown down. The government should take steps to investigate the condition of the people in Samar at once and probably some of those in Leyte.

DROWNING FATALITY.

ENGINEER OF "INVERAN" DIES WITHIN
REACH OF SAFETY.

The body of John F. Parkinson, chief engineer of the British steamer *Inveran*, who was in the banca cut down by the naval launch in the Pasig Friday night was found hanging to the new piling at Engineer Island with the head under water, reports the *Manila Times* of 5th instant. When the banca was cut down Parkinson swam for the island which he reached but is supposed not to have had strength to draw himself up, as, when found, one arm was hooked around the piling, thus keeping the body from being washed away.

Mr. Parkinson was a man of advanced age and was on the ship for this trip while the chief engineer was away. He joined the ship at Sydney, and leaves a wife and several children to mourn his loss.

Funeral services were held at the Masonic Hall yesterday afternoon at two o'clock and interment was made in the Masonic plot at Del Norte Cemetery.

A JUNGLE TRAGEDY.

On Sunday, 13th ult., a number of Sandakan hospital patients were sitting, enjoying the cool of the evening breeze, on the bridge near the hospital entrance. Suddenly a large black cobra emerged from the jungle, and came towards them at a great speed. Closely following the cobra came a large hemadryad who caught up the former near the bridge, and struck at him three times, burying his fangs deep in him each time. So intent were the two snakes on their combat that neither noticed a hospital dresser who walked up to the hemadryad and dealt him a blow across the back with a rotan, severing the spine, and killing him instantly. The cobra was already practically dead.

The hemadryad is a splendid specimen, 9 feet 6 inches in length, with distinctive markings on his diamond shaped head. The cobra is just over six feet in length. Both snakes are being preserved in the hospital, for the inspection of disbelievers.—*British North Borneo Herald*.

FIRE IN THE PHILIPPINES.

ENORMOUS DAMAGE.

The *Cebu American*, of 6th inst., says:—A tremendous fire laid waste at midnight last night the factory of the Philippine Products Company. Within a few moments from the start the flames leaped skywards, winding their snake-like coils in grotesque brilliancy. Never has the necessity for fire boats been demonstrated more forcibly than on this occasion, and it is the firm belief of the fire authorities that much could have been saved had the department been able to count on the assistance of such fluvial fire fighting machinery.

The alarm was turned in at 12.18 a.m. and was responded to immediately by the Paco fire station which dispatched, under the guidance of Assistant Fire Chief Clarence F. Samuelson, one hose, one ladder and one chemical engine. The firefighters proceeded with all haste possible to the scene of the conflagration only to find that their efforts were balked by the river dividing Santa Ana proper from Pandacan, the seat of the fire. Another chemical engine and hose company were telephoned for to overcome the obstacle of distance and the Bureau of Navigation was also requested, by telephone, to send one or two boats to assist in the work. Chief Dingman appeared on the scene shortly after the arrival of the Paco contingent and took personal charge of the efforts of his department.

The damages are estimated between 20,000 and 250,000 pesos and it is taken for granted that nothing of value has been saved. The factory's stock of chemicals and oils of various descriptions only added to the intensity of the fire and every explosion of oil receptacles caused a roar and vibration as if produced by a mighty cannon. People rushed to the scene, that is the Santa Ana water edge from near and far, and thousands were those that watched the picturesque disaster.

As this paper goes to press the flames are still shooting upwards.

TANG SHAO-YI.

MOVEMENTS OF THE SPECIAL
COMMISSIONER.

The *N. C. D. News* of 3rd inst. says:—On Thursday evening the reception given to H.E. Tang Shao-yi at the residence of Mr. Chun Wuu-chee, Singapore, Hongkong, by his comrades and fellow students of the Chinese Educational Mission to the U.S. in the seventies, took place as already noted in this column. No one but American-educated men were present, with the exception of the owner of the house, and the proceedings were quite informal—a more reunion of old school-mates, amongst whom there were one Ex-Governor, one Ex-Vice-President of one of the Peking Ministries, one Ex-Minister and half-a-dozen Totals. An excellent and recherche supper was also provided and the happy gathering broke up at considerably past the hour of midnight. Yesterday morning His Excellency received the members of the American Association at Kales and at noon he was the guest at luncheon of his classmates residing in Shanghai. In the afternoon His Excellency took a drive in Mr. Tong Ching-po's handsome motor car and visited, amongst other places, the International and French Settlement Extensions. In the evening the Commissioner attended a dinner given by the members of the Chamber of Commerce to whom his Honor Tsi Tai-chai of this port courteously gave the use of the Hall of the Bureau of Foreign Affairs, on the Bobbling Well Road. His Excellency leaves for Wou-lung this afternoon at 5 o'clock in a tender to join the P. M. S. *Manchuria* en route for Japan where he will remain for about three weeks before proceeding to the States on his Special Mission.

CHINA BORNEO CO. LD.

BIG TIMBER EXPORT.

In his annual report for 1907, on Labuk and Sugut, the District Officer writes:—The China Borneo Co. has done very well this year, shipping 500,000 ft. of timber from their concessions in this district, which is considerably more than half exported from the whole State.

THE SAW-MILLS.

The Protector of Chinese also writes in his annual report:—Two new rubber estates have been opened during the year, and I am informed that another is on the tapis. The China Borneo Co.'s Saw-mill at Sandakan has been considerably enlarged to cope with the increased work, and a coal wharf and depot has been built near the Sandakan wharf, to provide steamers with a ready supply of coal from the mines at Sillapopon. All these call for an ever increasing supply of labour.

THE LATE MR. L. A. M.
JOHNSTON.

A STRAITS APPRECIATION.

The *Singapore Free Press* writes:—There are many friends of the late Mr. Lewis Audley Marsh Johnston who will hear with surprise and regret of his unexpected death at Hongkong, on September 30th, of blood poisoning. The cause mentioned, blood poisoning, is somewhat mysterious and we are left in doubt as to whether that was septicæmia, tetanus or even possibly plague. When Mr. Johnston passed through Singapore last outward bound to Hongkong he looked in the boat of health and it is melancholy to think that he should have died in the prime of life at the age of forty-three, with the promise of a successful career in the Colonial service before him.

Mr. L. A. M. Johnston was appointed by the Secretary of State to the Straits Civil service as a Cadet on November 1st, 1888, the other members of the batch being Messrs. C. O. Blagden (since retired), A. H. Lemos, L. M. Woodward, W. D. Barnes, and G. A. Hall.

All of these took high places in the examinations, Mr. Johnston, who was the sixth of the Straits cadets, being eighth in the list. The bulk of Mr. Johnston's service in this Colony was in connection with the General Post Office in Singapore and in Penang, although he carried out departmental work in the Resident Councillor's Office, Penang, as Collector of Land Revenue at Sungai Ujong, as District Officer at Alor Gajah, and as Land Officer at Malacca. During his service in Singapore Mr. Johnston was a keen member of the Singapore Volunteer Artillery, becoming Sergeant of A Sub-division and subsequently being appointed as Lieutenant in the S. V. A. Early in 1897 Mr. Johnston proceeded to Hongkong on a special mission concerning postal matters, and no doubt it was as a result of that visit that in 1902 he was appointed Postmaster General of Hongkong, and for a time entered the Legislative Council as Acting Colonial Treasurer.

He was the eldest son of the late William Johnston, of Ballykilbeg, M.P. for South Belfast, and Grand Master of the Grand Orange Lodge of Ireland and was educated at Trinity College, Dublin, of which he was B.A.

Mr. L. A. M. Johnston was the last of three Straits Cadets who left this Colony's service for China. The first was G. J. L. Litton who joined the Consular service, and died in Yunnan a few years ago; Mr. H. H. J. Gompers, who has joined the judicial bench of Hongkong, and Mr. Johnston, who has just died as Postmaster General of Hongkong.

His pleasant Irish temperament made the late Mr. Johnston one of the most lovable of men. To his intimate friends here, and they were many, he was always "John," and the news of his premature death comes to all who had the privilege of his friendship with a deep sense of bereavement.

Mr. L. A. M. Johnston married about five years ago when on a visit home to settle his deceased father's affairs, and he brought Mrs. Johnston out with him to Hongkong. Mrs. Johnston had again just joined her husband after a visit to England, only to lose him immediately after her arrival in Hongkong. Both in Hongkong and the Straits the greatest sympathy will be felt for Mrs. Johnston in her sad loss.

MARINE COURT.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, Police-Sergeant George Jackson charged Cheung Yat, master of the steam launch *Lee Tak*, with carrying fourteen passengers in excess of the number allowed by his license on the 3rd instant. The defendant admitted the offence.

It was stated by P. C. Jackson that at 2.40 p.m. on the 3rd instant, he saw the *Lee Tak* coming over from Victoria to Yau-ma-tei. Witness stopped her off the Kowloon Wharf and counted the number of passengers. There were 190 all told. Defendant is only allowed to carry 95 by his license.

Defendant pleaded that the excess complained of comprised children. His statement was contradicted by prosecutor, who said that there were altogether ten children, whom he counted as five, and were included in the number.

A fine of \$50 was imposed, in default of payment, six weeks' hard labour.

In the same Court, Mr. H. F. G. Colpoys, 3rd Officer of the British s.s. *Glenlogie* preferred a charge of unlawfully boarding his ship without the permission of the master or other officer in charge yesterday against three hawkers.

W. H. Howard, mate of the *Glenlogie*, stated that at 2.15 a.m. yesterday, the *Glenlogie* made fast to her buoy on arrival. The defendant came on board and he sent the cryer-master to order them to leave the ship. The men were hawkers and were selling their goods. They made no attempt to leave the ship. He then had them arrested. There were several others who succeeded in getting away. Witnesses hoisted the police flag and handed the defendants over to the police.

All the defendants stated that they had no knowledge they were not allowed on board. They were each fined \$10 or in the alternative, six weeks' hard labour.

Telegrams.

"HONGKONG TELEGRAPH"
SERVICE.

THE OPIUM TRADE.

THE ATTEMPTED CANTON
MONOPOLY.

[By courtesy of the "Sheung Po."]

Peking, 8th October.

The Waiwupu has communicated with the British Minister in Peking requesting him to restrain the Acting British Consul-General in Canton from interfering with the proposals of the Provincial Government for regulating the sale of prepared opium.

LEGATION GUARDS.

JAPANESE GOVERNMENTS CON-
CILIATORY ATTITUDE.

[By courtesy of the "Sheung Po."]

Peking, 8th October.

According to information received from Tokio it is the intention of the Japanese Government to withdraw the Legation Guards from Peking.

THE AMERICAN FLEET.

DEPARTURE OF CHINESE
COMMISSIONER.

[By courtesy of the "Sheung Po."]

Peking, 8th October.

Leung Tung-im was to start from Peking to-day on his special mission to Amoy to welcome the American Fleet.

COMMERCIAL TREATY
COMMISSIONER.APPOINTMENT OF SHANGHAI
TAOTAL.

[By courtesy of the "Sheung Po."]

Peking, 8th October.

The Imperial Government has sent telegraphic instructions to the Shanghai Taotal to attend to the duties of the revision of Commercial Treaties [in the absence of Sheung Kung-pao].

THE AMERICAN FLEET
AND THE MINCHE VICEROY.

[By courtesy of the "Sheung Po."]

Foochow, 8th October.

Both H.E. the Viceroy and the Provincial-Treasurer will proceed to Amoy to welcome the American Fleet.

The Provincial Treasurer starts on the 14th inst., and the Viceroy on the 21st.

[Reuters.]

The European Situation.

London, 7th October.

Emperor Francis Joseph of Austria, in a rescript to his ministers, extends his sovereignty to Bosnia and Herzegovina, and orders the evacuation of the Turkish province of Novibazar.

He creates a Diet for the two provinces, and in a proclamation to the inhabitants he announces the creation of representative institutions and appeals to the loyalty of the people to prove themselves worthy of the confidence placed in them.

At Constantinople, processions of thousands marched to the British Embassy, cheering the ambassador.

Telegrams were sent to King Edward and Sir Gerald Lowther, thanking them for their attitude, but in other respects the inhabitants and press are most calm.

This attitude which is very popular is compared to that of the Japanese at the time of the Treaty of Shimonoseki.

Later.

A Russian invitation to a European conference will be issued to-night.

It is understood that it proposes to strictly limit the programme of the Conference to question arising out of the action of Austria and Bulgaria, thus preventing fresh encroachments on Turkey, or international complications.

Serbia is sending an energetic protest to the Powers on the annexation of Bosnia. An extraordinary session of the Serbian Skupstina has been summoned.

Orele.

The Cretans have proclaimed their union with Greece, and have appointed Hellenic authorities.

THE OPIUM TRADE.

INDIA'S CO-OPERATION WITH CHINA.

In the Indian Budget estimate for 1908-1909, the following reference appears, on the all-important subject of the opium trade with China:—

Under Opium, we estimate that our gross receipts will amount to 726.43 lakhs and our net revenue to 503.19 lakhs in 1908-1909, as compared with 781.43 and 534 lakhs respectively in the current year. The reduction in net revenue would have been greater but for the poor outcome of the crop now being gathered which will reduce the payments to be made to the cultivators. The number of chests of Bengal opium to be offered for sale has been reduced from 45,000 to 45,000, and the average price likely to be obtained has been estimated at Rs. 330 per chest as against Rs. 355, the average obtained during the current year. The trade in Malwa opium has slightly revived of late, and we have assumed that 15,000 chests will pay duty, that being the full amount permissible during the calendar year, as explained below.

In last year's Financial Statement, I referred to the fact that negotiations were in progress with the Government of China in regard to the restriction of the opium trade, but these had not at that time reached a stage at which any announcement was possible. Papers have recently been presented in Parliament explaining the nature of the settlement that has been arrived at. The gist of the latter is that it is material for the present purpose to the following effect:—(1) that the Government of India have agreed to restrict the export of opium from this country to 6,400 chests during the calendar year 1908, and to effect further reductions of 5,100 chests in each of the two following years; (2) that the question of making still further reductions after the year 1910 will depend on whether China has, in the interval, effected a proportional reduction in its own production and consumption of opium; (3) that the question of increasing the Chinese import duty, which at present stands at 100 taels per picul, has been postponed for the present, as the objections entertained to that course are felt to require much fuller consideration; and (4) that China shall be permitted to post a Chinese official at Calcutta to watch the auctions and the packing, but with no power of interference.

In pursuance of this agreement we have reduced the area under poppy cultivation in the Bihar and Benares Provinces from 845,000 bigas to 800,000 bigas. The number of chests of Bengal opium to be offered for sale has been reduced to 3,000 per annum till 1st December next, and to 3,600 from January to March 1909; and the number of chests of Malwa opium which may be exported from Bombay has been limited to a maximum of 15,100 during the present calendar year. Further reductions will probably be effected in 1909 and 1910.

India is thus prepared to do its part in co-operating with China towards the eventual extinction of the opium habit among the Chinese. Whether further measures will hereafter be taken will depend on the degree of success which may be found to attend the efforts of the Chinese Government. That those efforts are sincere, we entertain no doubt, and such evidence as we possess indicates that the present movement is backed by a greater measure of official influence and public opinion than has been the case on former occasions. The difficulty of the task however is enormous, and it cannot be affirmed with confidence that a habit which has acquired a strong hold over many millions of people, and a trade which yields large profits not only to the Chinese Government but to great numbers of cultivators and middlemen, can be effectually stamped out in the brief space of ten years.

STEAM NAVIGATION SUBSIDIES.

GOVERNMENT AND THE N. Y. K.

The question of the continuance of the grant of a special subsidy to steamship services and of retrenchment in the steam navigation and ship-building encouragement bounties are expected to be burning questions in the Diet during the coming session, and the Government is now making investigations thereupon. It has been asserted that the special subsidy will be reduced, but, according to vernacular contemporaries, this does not seem likely to be the case. Baron Goto, Minister of Communications, is reported to have remarked that the reduction of the special subsidy granted to steam services was out of the question at the present time, when acute competition prevailed among the steam services in various countries. Possibly the manner in which the subsidy was now granted required amendment, as it was defective in many respects, but those who were now agitating for the reduction or discontinuance of the subsidy were working in their own personal interests.

The amount of subsidy received by the Nippon Yusen Kaisha is ¥1,700,000 for twelve vessels on the European line, ¥600,000 for three vessels on the Seattle run, and ¥600,000 for the Formosan line, making a total of ¥3,000,000. Besides this, those of the company's steamers having certain qualifications are entitled to receive a bounty in accordance with the Steam Navigation Encouragement Law, and such steamers may be put on any line at the discretion of the company. In the event of the contract with the Government to run special services with subsidies not being renewed the company is resolved to secure a bounty under the Steam Navigation Encouragement Law to offset the amount of subsidy lost by the cancelling of the contract. The company is ready to put the Kamomaru and five other new steamers (each 3,500 tons) on the European line. With these six vessels the company can obtain a bounty of ¥1,000,000 a year by virtue of the Steam Navigation Encouragement Law, while the twelve vessels now on the line receive ¥1,700,000 according to the same law. Thus if the special subsidy is discontinued, the company will still be able to obtain assistance to the extent of at least ¥2,700,000.—Yokohama Chronicle.

TO-MORROW'S GYMKHANA.

THE LATEST FROM THE COURSE.

An anonymous contributor, who signs himself "Our Special Commissioner," sends us the following:—

"The fifth Gymkhana, to be held to-morrow, promises to give us some excellent racing. The handicaps are well framed, and not the least of the fun will be the fact that a large number of the ponies are in excellent fettle—especially Xanthus, Maryland, Astral, Blue Nile and Slender Dhu.

The course is in good order and some fast times should be made.

The winners are not easy to find, and it is with some diffidence I make the following selections:—

- 5 Fur. Handicap—Earthquake.
- Gymkhana Stakes—Coxcomb.
- 6 Fur.—Soudan, save on Strathairn.
- 14 Mile Handicap—Earthquake.

THE CALL OF THE BAST.

East of Suez, it is not worth your while to bid a man "good bye" when he goes home; for, providing you remain there, of a surety you will meet him again.

It may be months or years later, but in the end, above the laughter of women's voices, in the midst of roaring streets and all the things he desired so ardently during the lean years of exile, that "Wanderlust" will again possess his soul, and he will obey.

The smell of the wood fires on an Indian plain at sunset, the witchery of the moon rising over Egyptian deserts, a far-off, deep-voiced temple bell—he will remember these things and presently he will again be watching his steamer's bow-wave as it swirls against the bank of the Canal.

For she is a hard mistress, the East. Pitiless and inexorable, taking no thought of partings that wrench heart-strings, of plighted troths and tear-dimmed eyes. From the school-bench, from the law court, from workshops and palace, from forge, loom, and drawing-room, she gathers her workers: sailors, soldiers, traders, and diplomats, a ceaseless human tide, ever setting Eastward.

And they obey her voice, to learn, to labor, to move, in turn harsh, sudden, or passionate, anon wistful and beseeching. To know her as a shrieking virago, as a nurse with tury, sunk in squalor and unpeppable, appearing again clad in imperial purple, murmuring in their ears half-caught whispers that men have listened to throughout the ages.

And some day, when the tale of bricks is complete, these men return, yellow and grizzled, sad-eyed with much seeing. Verily, a home-coming of strange children, on whose broad shoulders rests the Cross of Reuben!

A seething mass of blue-clad, pigtailed humanity, cursing, jostling, laughing, and quarrelling; snarling dogs and pigs grunting amid pools of garbage, where fies hang in noisy, sullen swarms, and overhead a pitiless sun blazing from an aching sky. Such is a Chinese city in the south on a midsummer's day.

The narrow, crowded streets are rudely paved with slabs of stone, in the interstices of which creeps the sewerage of the city. In places a heap of refuse has formed, a dam, and spreads a lake of pollution across the street. Outside the shops hang heavily gilded signs, and coloured lanterns covered with ideographs hang between the houses. At the back of each dimly-lit interior sits a grinning "joss" half-dressed amid spirals of incense smoke.

There are shops heaped with silks of every vivid colour and shade—purple and amber blue, scarlet, and violet. Ivory, jade, and lacquer-shops, where men crouch over work so fine that every second is precious to them—for in a few years they must go blind. You catch a glimpse behind dingy curtains of a flaring kerosene lamp, and a ring of yellow, impassive faces gathered round a board; a Fan-Tan board. Students and men of leisure stroll gravely along, their hands clasped behind their backs. A few women of the lower classes hobble on their maimed feet, the day's marketing dangling from a wisp of straw. But the keynote is struck by the sweating coolies who grunt and curse as they stagger past under their burdens, by strings of vociferous beggars, blind and maimed, by loathsome, twisted objects whining to the passer-by from some unclean corner, and by those bowed toilers in the dim workshops.

Over the sand, that is dazzling in its glaring whiteness, a scramble across the head of stones and piled-up jetsam at high-water mark, and with the aid of creeps climb up the crumbling face of the cliff. Overhead the branches are so thickly interwoven that the sky is shut out, and the light that filters through is green and eerie. Festoons of lichen and creeper hang down to the ground and form ghostly aisles, down which flits a huge sable butterfly.

As you push your way further into the twilight the thunder of the surf dies down to a low crooning, and a snake, frightened at your footfall, glides away among the rustling leaves underfoot. Jagged masses of lava, polluted with fungi, push their fingers through the rubbish, flung upwards by some volcanic outburst in the dawn of Time.

Overhead a few pigeons are fluttering in the branches, where orchids leer, and great crimson clumps of blossom flaunt their evil beauty. The air is heavy with the smell of decay and rotting vegetation. You pause to listen, and the stillness deepens, while the thumping of your heart deadens the far-off moan of the breakers.

Land from the little coasting steamer, and walk past the cluster of red-tiled, wooden houses nestling among the hills, where women in quiet limoncos, with blackened teeth, pause in their household duties to give you a low-voiced medical greeting. Past the group of chubby children, playing at soldiers under the cherry trees, till you come to the distant temple, half-hidden in the evening haze that hangs over the rice fields.

Within, a shaven, yellow-robed priest moves silently across the polished tank floor. Remove your shoes, and on your stockinged feet creep into the shadow of one of the vast wooden pillars that support the roof; presently into the warm, incense-scented gloom, creep others while high above your head the deep tone of the bell brings you memories of other evenings in an English summer.

The priest sits motionless in, and from the altar, where the lamps gleam weakly you hear the murmur of the priest. Heathen, bowing to gilded wood and stone fashioned over man's hand; but watch the peace stealing over that seamed, wrinkled face. She is an old woman, very poor, very humble—too humble to come further than the threshold—but she is interceding with the high gods for the soul of her 6-year-old son, who died on a Manchurian battlefield.

And presently you creep out again into the warm evening air, and to your ears come the laughter of children and the tinkle of a distant samisen.

Your rickshaw coolie nods, smiling knowingly—as one man of the world to another—and presently you are whirled through the business quarter of the town and down badly lit streets that stretch beyond. Then, with a warning grunt, he swings round a corner and pulls up panting.

The night is still with women's voices, and sickly with cheap, clinging perfume. A glare of light streams from open doors and windows where gaily-coloured lanterns swing. From the pavements, sheltered by overhanging balconies, from curtained windows, and parapets of roofs, women's eyes follow you. Everywhere you turn, eyes bright with bellidonna and sad with a sorrow men can never know or fathom, meet yours. Painted lips twist into mechanical smiles, clashing in the tongues of half the nations upon earth. It is sordid and pitiful—unutterably pitiful, for all the half-defiant, reckless gaiety. The tinkle of a crazy piano, thumping out a waltz; a man's voice raised in mauldin song; the clink of coin; and, as you turn to leave the glaring street, a woman's laugh ringing out above the uproar, that strikes a note of pathos sadder than ever could her tears.

Beyond the straggling city that lies at the Gate of the East, the road starts off adventurously enough towards the waste land that stretches beyond. But presently growing disheartened, it dwindles to a mere track among the sand-dunes, and, but for the rattle of occasional rubbish carts, is in danger of being lost altogether.

The sea, sparkling and dimpling in the sun's light, stretches away on your right hand, breaking on the sand in a white smother; in the blue overhead a kite is swinging in dizzy circles; everywhere else—sand.

An hour's walk brings you to a door set in a white-washed wall, half-buried beneath the drifting sand, and here the track, its mission in life fulfilled, ceases. At the door salangs an old Arab gardener, scenting *backstubs* behind him you catch a glimpse of tombs bordering paths of beaten sand; for you stand at the threshold of God's Acre.

Heaven knows what tragedies lie beneath these crumbling monuments and sun-baked mounds: what manner of men were these to whose lives the Moving Finger wrote the irrevocable "Finitis" ere they could return to tell the tale of their achievements. Here and there a half-effaced inscription gives a glimpse of some buried story.

A mired crowd, heaving on its cracked surface the dead, "Vanitas Vanitas"—the rest is indecipherable. It is the tomb of a young French naval officer, who died on his way home from his first commission in the East. At the foot of the cross, still legible, are the words, "Priez Pour Lui."

Beyond the wall the surf murmurs an endless "Ave." A cool breeze off the sea sends the grains of sand in little swirls about your feet, and from the shore comes the melancholy wail of a sea-gull. The lizards that scurried away at your approach creep back once more, and watch the disturbers of their peace with bright, unblinking eyes.

For they are the guardians of the dead, whose secrets lie with them, where, doubtless, they are safe enough.—"Bartimeus" in *Pall Mall Gazette*.

CRICKET.

INTERPORT TEAM V. THE REST.

The following have been selected to play in the above match to-morrow, commencing 12 o'clock, noon:—

Interport team:—Mr. W. C. D. Turner, (Capt.), Mr. A. E. Lanning, Mr. R. O. Hutchison, Mr. A. A. Claxton, Mr. A. W. J. Peake, Mr. W. Edwards, Mr. R. E. O. Bird, Lt. E. J. H. Houghton, 10th Mah., Lt. G. R. Home, 3rd Mid. Regt., Corp. Sharpe, 3rd Mid. Regt., Bandsman Balfour, 3rd Mid. Regt.

The Rest:—Mr. R. Hancock (Capt.), Mr. H. Hancock, Mr. T. E. Pearce, Mr. A. P. Dashwood, Mr. E. A. Fowler, Mr. E. B. Reed, Mr. A. H. Young, Mr. F. H. Stevens, Major Stephenson, 3rd Mid. Regt., Capt. H. M. Beasley, R.A., Mr. W. F. Brewer.

CRAGGOW V. ROYAL ENGINEERS.—A cricket match between the above Clubs will take place at the Happy Valley on Saturday at 2.15 p.m. The following will represent Craggower:—L. E. Lammart (Capt.), G. A. Hancock, R. Bass, A. O. Brown, M. E. Agner, G. Evans, L. A. Rose, P. Corrie, W. V. Vireash, W. H. L. Warrenner, and R. Phillips.

HONGKONG CIVIL SERVICE "A" TEAM.—In the match between the C.S.C. "A" team and the Mess Middlesex Regt., the following will represent the former Club on the Civil Service ground at 2.15 p.m., on Saturday next:—Messrs. A. E. Davey (captain), R. C. Barlow, F. E. Beach, C. F. Burdett, H. Combs, W. S. Diggin, G. Hogarth, W. H. Kelly, J. Mackay, F. Smith, A. M. Thornhill. Reserves:—A. G. Ellis, E. W. Dawson, A. Gibson and C. H. Parkinson.

THE YARN TRADE.

DIFFICULTIES OF COTTON YARN IN CHINA.

The *Japan Chronicle* says:—In a letter to his journal, the Shanghai correspondent of the *Osaka Jiji* writes:—It goes without saying that the cotton yarn market in Shanghai is extremely depressed. This is chiefly due to the low market of silver, but the repeated failure of crops in China of late years is also a powerful factor in the depression. The import of Japanese yarn between January 1st and September 9th amounted to 165,130 piculs, showing a decrease of about 40 per cent. on the figure for the corresponding period of last year. The import of Indian yarn also shows a decrease, but only of about 20 per cent., the figures for the period being 497,537 piculs, against 633,934 piculs for the corresponding period last year. The stock remaining on the market is comparatively small, which indicates that sales of yarn are not so few as is generally supposed. In these circumstances, if the yarn is offered at a price suitable to buyers, there will be no cause to complain of bad sales in China. Japanese yarn always runs higher than the product of other countries, due partly to its better quality, but the quotation has been forced up still higher by the decline in silver. The low price of silver has seriously affected the money market in Shanghai, though not so much as elsewhere in North China. Many merchants have sustained heavy losses, and this has greatly interfered with the circulation of money. The constant fluctuation in the silver market has led the Chinese, who are fond of speculation, to become more interested in speculating in silver than in ordinary business, and the result has been to still further augment the stagnation in business created by the low price of the metal. The depression in the import of cotton yarn, especially of Japanese yarn, into China is in a large measure due to the marked progress made by the spinning industry in China itself. This fact should be carefully noted by Japanese spinners. The total number of spindles in operation in China, which stood at 350,000 at the end of the first half of last year, rose to 744,824 at the end of January last, the number of spinning companies being 27. The annual output of yarn is now estimated at 400,000 bales, and an increase of about 20,000 spindles will be seen in the near future. Of the existing 27 spinning companies in China, thirteen have their mills in Shanghai, where the annual output of yarn exceeds 260,000 bales, while the mills of other companies, with the exception of the companies at Hongkong and Tientsin, are scattered in the vicinity of Shanghai and the Yangtze valley. It need therefore cause no surprise that the market for Japanese yarn in China is affected, especially when these mills in the Yangtze valley are concentrating their energies on the production of the variety of coarse yarn largely imported from Japan. Moreover, the quality of Chinese yarn has much improved. For instance the "Double Dragon" brand of the Anglo-Chinese Cotton Mill is equal in quality to the yarn produced by the Fukuishima mill of Osaka; and the price is three taels lower than the Japanese yarn.

The Chinese mill enjoys a great advantage in using Chinese raw cotton, which is in no way affected by the silver market. The principal cause responsible for the depression of the market in China of Japanese yarn, continues the correspondent, is the constant variation in the rate of exchange with Japan, anticipated lower prices for raw cotton, the depreciation in the purchasing power of the Chinese, and the higher price of Japanese yarn. In view of the high price of yarn materials, as well as the increased wages and advance in the price of commodities in Japan, it is impossible to hope for any reduction in the price of Japanese cotton yarn. It is to be regretted that Japanese cotton spinners are exerting themselves to maintain or to force up the market of their yarn by artificial means and are thus merely contributing to the depression in the sales of their goods in China. The reduction in the output of yarn may be effective in maintaining the market at home, but Japanese cotton spinners should consider the matter again with a view to the permanent improvement of the spinning industry in Japan. It must be especially added that the issue of premium tickets of the sale of yarn in China, judging from the results so far attained, has only served to advertise the embarrassment of Japanese spinners and to add to the difficulties of transacting business without affording any benefit to the trade in yarn.

DR. SVEN HEDIN.

ARRIVAL AT SIMLA.

A WARM RECEPTION.

—Simla, September 15th.

At daybreak Dr. Sven Hedin arrived at Simla and was at once recognised by ladies and gentlemen out for a morning stroll. He was accompanied by several ladies and the explorer himself stood before them and asked the ladies to let him have their photographs. The first European lady he met after over two years was Miss Fitzgerald, near the "Wild Flower Hall." Lord Kitchener's residence on the Mahabharat range. The explorer is in excellent spirits and came in wearing a white linen suit, supplied him by the Moravian Missionaries at Poo, a pair of Kampur-made boots, puttees and helmet. All the rest of his baggage is with his servants at Loo who, much to his surprise, arrived in India before him and gave the first news of his whereabouts. Immediately Dr. Sven Hedin got into the station, he proceeded to Messrs. Ranken and Co. to purchase clothes. The explorer candidly states that he cannot afford to give away the results of his travels. His funds, which were mainly supplied by the late King Oscar and his friends, are practically exhausted and he evidently intends to reserve much details for his book or lectures.

He said: "The first thing I must do is to telegraph my respectful greetings to the King of Sweden and express my keen regret at the death of King Oscar."

To-day's Advertisements.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, the 12th October:—
From Lyemun S.D. in a North-Easterly direction, at ranges up to 6,000 yards, commencing at 7 P.M. and finishing at 9 P.M.

NOTE:—Launches will run without lights. If the weather is unfavourable on the above dates, Practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c.
Hongkong, 9th October, 1908. [903]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports on TUESDAY, the 13th instant, at 11 o'clock Noon.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 9th October, 1908. [903]

HONGKONG, NEW YORK & BOSTON.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE" 10th Nov., 1908.

For freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 9th October, 1908. [901]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 5 P.M. the 10th inst., will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 9th October, 1908. [10]

King of Sweden and express my keen regret at the death of King Oscar."

Apparently the explorer found the Tibetans most kind and friendly though the officials freely confessed they had to obey the strict orders which they had received regarding all foreigners. He was therefore obliged to burn all his English clothes, boxes, etc., and travel as a Ladakhi speaking Yarkandi throughout. He has had a valuable map and when making the same had to conceal it in bags of rice for fear of discovery.

Dr. Sven Hedin refused to speak of accidents on the way and said he had so much mapping that he had no time for shooting though he saw countless antelope and many *owl* *pol*. A Ladakhi hunter supplied camp with game throughout and five Ladakhis and one Tibetan servant are now closely following the explorer to Simla. Dr. Sven Hedin would have reached Simla before, but he halted two days at the Moravian Mission at Poo, where, he states, he received the most hospitable treatment and all kindness and again a day at Rampur and for one stage to devour the English papers; Dr. Sven Hedin finds Simla damp, the climate cold after the keen dryness of the Tibetan uplands, and he is not likely to remain here after the end of September.

He was met between Rampur and Chioi by Madame Massieu, the well-known French traveller, who went out to meet him and who gave him a warm welcome. He was very disappointed at missing Lord Kitchener who passed him near Papi this morning on the way to Moussorie and he plainly hinted that some of his discoveries were not unlikely to prove of historical value to British interests.

He made the last 100 miles or so of the journey in a rickshaw sent out from Simla. Amongst other greetings at Narkanda and Rampur, was one from Lady Minto. Dr. Sven Hedin is evidently delighted to be in India once more and seems thoroughly pleased with the result of his adventurous journey.—*Indian Daily News*.

TYPHOON WARNING.

The American Consulate-General, received the following telegrams from the Manila Observatory at 10.00 o'clock a.m., to-day:—
Ordinary typhoon W. of Luzon; less than 100 miles distant, moving W.N.W. 4.30 p.m.
Cyclone or typhoon West of Northern Luzon; less than 100 miles distant, moving W.N.W.

Intimations.

YOU MAY BUY FROM US A

VICTOR



AT
\$2 per week.

CALL AND HEAR OUR

LATEST RECORDS, IMPROVED

MACHINES

AND THE

MARVELLOUS

AUXETOPHONE

THE ROBINSON

PIANO

CO. LTD.

Hongkong, 22nd August 1908. [95]

KOWLOON

HOTEL.

"We Lead,

but are not Led."

"Hence back

the Leader."

MUSICAL DINNER

ON

SATURDAY Next,

the 10th inst., at 8 P.M.

SPECIAL MENU

Avoid all your other

engagements and Dine

at the above Hotel on

Saturdays.

DANCING

at 9.30 P.M.

O. E. OWEN,

Proprietor.

Hongkong, 6th October, 1908.

CHINESE IMMIGRANTS INTO MEXICO.

LABOURERS SENT BACK.

A Tokyo message to the *Asahi* says:—The German steamer *Lauderbach*, which arrived at Yokohama at 6 a.m. on the 18th ultimo from Mexico, carried a large number of Chinese labourers, who were refused permission to land in Mexico. The steamer had proceeded from Hongkong to Mexico with 416 Chinese labourers. The Mexican health officials declared that all the labourers were suffering from trachoma and refused them permission to land. Protests were made in vain by the captain of the steamer and the owners of the labourers, and the steamer left the Mexican port on the 15th August for China. During the voyage, kakke broke out among the Chinese, and 51 of them died from the disease. On the morning of their arrival at Yokohama, another man died. Besides this, forty or fifty patients were lying on board in a critical condition. The steamer put in at Yokohama, on account of its supply of food and coal having fallen short. The loss to the contractor for the labourers is estimated at about ¥300,000.—*Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. demand	1/9 3/16
Do. 4 months' sight	1/9 5/16
France—Bank T.T.	2.21
America—Bank T.T.	42 1/2
Germany—Bank T.T.	1.79 1/2
India T.T.	13 3/4
Do. demand	13 3/4
Shanghai—Bank T.T.	75 1/2
Singapore—Bank T.T. per H.K. \$100	75 1/2
Japan—Bank T.T.	105 1/2
Java—Bank T.T.	105 1/2
Buying.	
4 months' sight L/C	1/9 1/2
6 months' sight L/C	1/9 1/2
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	44 1/2
30 days' sight S. duvey & Melbourne	1/9 1/2
4 months' sight France	2.20
6 months' sight do.	2.20
4 months' sight Germany	1.84
Bar Silver	23 1/2
Bank of England rate	24 1/2
Sovereign	51.25

SHIPPING AND MAITS

MAILS DUE

American (Mongolia) 12th inst.

The s.s. *Monmouthshire* left Shanghai on 9th inst. and is due here on 12th inst. a.m.

The A. & O. s.s. *Tudor Prince* from New York, is expected to arrive here on 22nd inst.

The Swedish s.s. *Canton* will leave Singapore tomorrow, and may be expected here on 17th inst.

The Ben Line s.s. *Benaton* from Middlesbrough, Antwerp and London, left Singapore on 7th inst., for this port.

The Imperial German Mail s.s. *Durfinger*, which left here on 10th ult., arrived at Genoa on 7th inst. at 6 p.m.

The T. K. K. s.s. *America* from Hongkong on 11th ult., arrived at San Francisco on 7th inst.

THE WEATHER.

The following report is from Mr. E. G. Figg, Director of the Hongkong Observatory:—

On the 9th at 11.30 a.m.—Red South Cone and Drum hoisted indicates a typhoon S.E. of Colony beyond 300 miles.

At 11.55 a.m.—The barometer has fallen slightly over Formosa and the S. coast of China, and risen a little in the S. Philippines.

The typhoon has crossed Central Luzon and is now situated not far from the W. coast in about 16° to 17° Lat. It is moving towards W. N.W. and bad weather will prevail over the N. part of the China Sea during the next two or three days.

The depression in the North is still shown over the N.E. part of the Sea of Japan.

Pressure is highest over China to the North of the Yangtze. It has however given way over that area since yesterday.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, probably freshening considerably; squally, showery.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Ships Passed Pna Canal

11th September—*Armand Behle*, *Diomed*, *Kamo*, *Mary*, *Glanville*, *Yokohama*, 13th September—*Benavon*, *Korona*, *Tokachi*, *Manila*, *Prize*, *Alia*, *Peking*, 15th September—*Nippon*, *Canlon*, *Dinabighi*, *Hakala*, *Maru*, *Polynesian*, *Kawachi*, *Maru*, *Glenstrath*, *Seagambie*, *Macdon*, *Prize*, *Regent*, *Lutful*, 22nd September—*Schuykill*, *Peru*, *Tutor*, *Prize*, *Small*, *Syria*, *Yarra*, *Hudson*, *Pak Ling*, 29th September—*Katli*, *Benary*, *Saxonia*, *Haiyang*, 2nd October—*Andria*, *Rickman*, *Cyclone*, *Durfinger*, *Stiphonia*, *Kinloch*, *Peking*, *Small*, *Maru*, *Towana*, *Wakusa*, *Maru*, 5th October—*Seydoh*.

Arrivals at Home—11th September—*Slam*, *Durmond*, *Agamemnon*, *Sardinia*, 15th September—*Suruga*, *Nileon*, *Cleopatra*, *Blago*, *Maru*, *C. Ferd*, *Latia*, 18th September—*Armand Behle*, *Isria*, *Caylon*, *Maru*, 19th September—*Pahawu*, 22nd September—*Schuykill*, *Kamo*, *Maru*, *Telemaque*, *Carver*, *Korona*, 25th September—*Indra*, *Manila*, *Prize*, 29th September—*Nippon*, *Manila*, *Prize*, *Small*, *Syria*, *Yarra*, *Hudson*, *Pak Ling*, 2nd October—*Andria*, *Rickman*, *Cyclone*, *Durfinger*, *Stiphonia*, *Kinloch*, *Peking*, *Small*, *Maru*, *Towana*, *Wakusa*, *Maru*, 5th October—*Seydoh*.

Shipping.

Arrivals.

Empress of India, Br. s.s., 3,032, E. Boehman, 8th Oct.—Calcutta via Penang and Singapore 16th Sept., Gen.—J. M. & Co.

Kumgang, Br. s.s., 2,077, E. J. Huller, 8th Oct.—Calcutta via Penang and Singapore 16th Sept., Gen.—J. M. & Co.

Hongchow, Br. s.s., 990, Mawley, 8th Oct.—Chefoo and Oct., Gen.—B. & S.

Borneo, Br. s.s., 1,244, F. Semblil, 8th Oct.—Sandakan 3rd Oct., Gen.—M. & Co.

Mauau, Br. s.s., 1,644, G. S. Waigall, 8th Oct.—Sandakan 3rd Oct., Timber and Gen.—J. M. & Co.

Johanne, Br. s.s., 954, J. Iwerse, 9th Oct.—Swatow 8th Oct., Ballast.—J. & Co.

Hongkong, Br. s.s., 1,235, S. Wilde, 9th Oct.—Canton 8th Oct., Gen.—J. M. & Co.

Taming, Br. s.s., 1,370, A. Somerville, 9th Oct.—Manila 6th Oct., Gen.—B. & S.

Daylight, Br. ship, 3,050, V. Bryde, 9th Oct.—Yokohama 19th Sept., Ballast.—S. O. Co.

Clearances at the Harbour Office

Nanchang for Canton.
Hongkong for Shanghai.
Haitan for Swatow.
Wrayville for Shanghai.
Namying for Singapore.
Germania for Yaw.
Hickory for Swatow.

Departures

Oct. 9.

Hongkong for San Francisco.
Nore for Singapore.
Kowloon for Japan.
Crawford for Meiji.
Oswa for Saigon.
Glaucou for Kutchinotzu.
Mandarin for Kutchinotzu.
Leopold for Amoy.
Shanghai for Canton.
Hongkong for Canton.
Alta for Portland, Or.
Germania for Sydney.
Namying for Calcutta.
Haitan for Tientsin.
Haitan for Coast Ports.
Antiochus for Seattle.

TIANJIN ARRIVALS

Per *Kumgang*, from Calcutta, &c.—Miss O. Wilson, Rev. D. Bowley, and 742 Chinese.

Per *Empress of India*, from Vancouver—Capt. Shin Kwin, Rev. Beebe, Mr. Drew, W. C. Kruegel, J. Williamson, Dr. C. K. Winn, U.S.N., Mr. J. Wilson, Rev. H. D. Bowley, Mr. and Mrs. Salony, Misses L. Roth, M. O. Wilson, Mrs. J. S. Parke, Misses G. and P. Parke, and H. Smith.

Shipping Reports.

Str. *Kumgang*, from Singapore—Moderate S.W. winds and fine clear to Lat. 20° N. and N.E. winds to port.

VESSELS IN PORT.

STEAMERS.

Appalache, Br. s.s., 2,426, Stevens, 6th Oct.—San Francisco and Swatow 5th Oct., Ballast.—S. O. Co.

Asia, Br. s.s., 2,571, Harry Gautsager, 8th Oct.—San Francisco 8th Sept., Honolulu 4th, Yokohama 2nd, Kobe 27th, Nagasaki 19th, and Manila 6th Oct., Mails and Gen.—O. & O. S. Co.

Atlantis, Am. s.s., 1,490, P. Endeize, 8th Oct.—Manila 5th Oct., Ballast.—Order.

Courfield, Br. s.s., 4,897, J. Wiseman, 7th May—Mojito 20th May, Coal.—M. B. K.

Dakota, Br. s.s., 2,597, Ross, 23rd Sept.—from San Francisco, Kerosene Oil.—S. O. Co.

Daiji Maru, Jap. s.s., 900, I. Sakurai, 8th Oct.—Swatow 7th Oct., Gen.—S. O. K.

Devawongse, Ger. s.s., 1,057, F. Rehwaldt, 5th Oct.—Bangkok 28th Sept., Rice, Salt and Wood.—B. & S.

Drufar, Nor. s.s., 1,102, I. Ring, 20th Sept.—Bangkok 21st Sept., Rice.—Aagaard, Thorsen & Co.

Glenzie, Br. s.s., 2,399, W. T. Larkins, 7th Oct.—Singapore 1st Oct., Gen.—Seang Tak Hong.

Hanoi, Fr. s.s., 772, D. Bagen, 8th Oct.—Haiphong and Ports 2nd Oct., Gen.—A. R. M.

Harbair, Br. s.s., 2,148, C. E. Bernell, 20th Sept.—Mojito 14th Sept., Coal.—Order.

Hinsang, Br. s.s., 1,566, A. G. Smith, 8th Oct.—Java 28th Sept., Sugar.—J. M. & Co.

Ischia, Ital. s.s., 2,481, G. Belitto, 6th Oct.—Bombay 17th Sept., Penang 7th, and Singapore 20th, Gen.—C. & Co.

Kowloon, Ger. s.s., 1,447, A. Enigk, 8th Oct.—Canton 7th Oct., Gen.—H. A. L.

Maria, Ger. s.s., 1,160, P. E. Christiansen, 20th Sept.—Salina Cruz 11th Aug., Ballast.—C. O. S. Co.

Montana, Am. s.s., 211, C. Camue, 4th Sept.—Manila 1st Sept., Ballast.—Master.

Myrtledene, Br. s.s., 1,620, Leighton, 2nd Oct.—Mojito 26th Sept., Coal.—B. & Co.

Phoenix, Br. s.s., 1,066, F. H. Scott, 4th Oct.—Saigon 3rd Aug., Gen.—China.

Phraang, Ger. s.s., 1,031, Fr. von Manzel, 2nd Oct.—Bangkok 25th Sept., Rice.—M. & Co.

Rajaburi, Ger. s.s., 1,180, H. Bremer, 2nd Oct.—Swatow 1st Oct., Gen.—B. & S.

Shinano Maru, Jap. s.s., 3,060, K. Kawara, 4th Oct.—Shanghai 1st Oct., Gen.—N. Y. K.

Sierra Blanca, Br. s.s., 2,378, H. de Gruchy, 20th Sept.—Manila (Hollo) 17th Sept., Ballast.—Order.

Sui Sang, Br. s.s., 1,776, W. D. Welsh, 2nd Oct.—Chefoo 14th Sept., Ballast.—J. M. & Co.

Taihan, Br. s.s., 1,122, I. T. Laing, 1st Oct.—Canton 30th Sept., Gen.—B. & Co.

Taiwan, Br. s.s., 1,042, I. A. Martin, 20th Sept.—Saigon 23rd Sept., Gen.—Chinese.

Taiyuan, Br. s.s., 1,015, L. Dawson, 7th Oct.—Sydney 9th Sept., Gen.—B. & S.

Tijliwong, Dut. s.s., 1,660, N. van Wyck, 11th Oct.—Batavia 4th Sept., Gen.—J. C. J. L.

Triumph, Ger. s.s., 766, J. C. Paveson, 7th Oct.—Haiphong 4th Oct., Pakhoi 5th, and Hoibow 6th, Gen.—J. & Co.

Wray Castle, Br. s.s., McDonald, 1st Oct.—New York 24th Aug., Case Oil.—S. T. & Co.

Zufro, Br. s.s., 1,610, R. Rodger, 5th Oct.—Manila 3rd Oct., Ballast.—S. T. & Co.

SAILING VESSELS.

Eclipse, Br. 4-masted bark, 2,068, J. White, 4th Oct.—Canton 3rd Oct., Ballast.—S. O. Co.

Jatepolls, Br. ship, 2,840, Stewart, 5th June.—San Francisco 5th April, Case Oil.—S. O. Co.

King George, Br. ship, 2,057, Tucker, 7th Oct.—Canton 6th Aug., 11th Oct.—S. O. Co.

Lyadburn, B. ship, 1,448, 14th Sept.—Bangkok 25th Aug., Case Oil.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Date
Empire	Mojito	G. L. & Co.	Oct. 11
Glenhurst	Singapore	McG. & G.	Oct. 11
Mongolia	Japan	P. M. Co.	Oct. 12
Polynesian	Saigon	M. M. Co.	Oct. 12
Ischia	Singapore	N. Y. K.	Oct. 12
Penna	Singapore	N. Y. K.	Oct. 13
Toloni Maru	Mojito	N. Y. K.	Oct. 13
Benavon	Singapore	G. L. & Co.	Oct. 13
P. Sigismund	Sydney	M. & Co.	Oct. 14
Kageshima	Bombay	N. Y. K.	Oct. 17
Canton	Singapore	M. & Co.	Oct. 17
Eastern	P. Darwin	G. L. & Co.	Oct. 18
Tudor Prince	New York	A. K. & Co.	Oct. 22

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

Coastal..... at Kowloon Dock

H. M. S. Whiting..... " " "

U. S. S. Albatross..... " " "

Montana..... " " "

Kiang Ta..... " " "

Sierra Blanca..... " " "

Kiang Chi..... " " "

Likio..... " " "

Gleagle..... " " "

Asia..... " " "

Cherub..... " " "

King George..... " " "

Triumph..... " " "

CHINA COAST METEOROLOGICAL REGISTER.

October 8th, 1908, a.m.

Vessels	From	Agents	Date
Vladivostok	7 a.m.	20.80	43 81 NW 1 c
Nemuro	8 a.m.	20.85	43 81 NW 1 c
Hakodate	9 a.m.	20.90	43 81 NW 1 c
Nagasaki	10 a.m.	20.95	43 81 NW 1 c
Kagoshima	11 a.m.	20.97	43 81 NW 1 c
Oshima	12 a.m.	20.97	43 81 NW 1 c
Naha	13 a.m.	20.97	43 81 NW 1 c
Ishigakijima	14 a.m.	20.97	43 81 NW 1 c
Bonin Is.	15 a.m.	20.97	43 81 NW 1 c
Chelso	16 a.m.	20.97	43 81 NW 1 c
Weihaiwei	17 a.m.	20.97	43 81 NW 1 c
Hankow	18 a.m.	20.97	43 81 NW 1 c
Kinkiang	19 a.m.	20.97	43 81 NW 1 c
Shanghai	20 a.m.	20.97	43 81 NW 1 c
Gutai	21 a.m.	20.97	43 81 NW 1 c
Sharp Peak	22 a.m.	20.97	43 81 NW 1 c
Swatow	23 a.m.	20.97	43 81 NW 1 c
Takoku	24 a.m.	20.97	43 81 NW 1 c
Taihan	25 a.m.	20.97	43 81 NW 1 c
Koshun	26 a.m.	20.97	43 81 NW 1 c
Pescadore	27 a.m.	20.97	43 81 NW 1 c
Canton	28 a.m.	20.97	43 81 NW 1 c
Hongkong	29 a.m.	20.97	43 81 NW 1 c
Victoria Peak	30 a.m.	20.97	43 81 NW 1 c
Gap Rock	31 a.m.	20.97	43 81 NW 1 c
Vacao	32 a.m.	20.97	43 81 NW 1 c
Holbow	33 a.m.	20.97	43 81 NW 1 c
Pakhoi	34 a.m.	20.97	43 81 NW 1 c
Phu Lien	35 a.m.	20.97	43 81 NW 1 c
Conia	36 a.m.	20.97	43 81 NW 1 c
Ishigakijima	37 a.m.	20.97	43 81 NW 1 c
Bonin Is.	38 a.m.	20.97	43 81 NW 1 c
Chelso	39 a.m.	20.97	43 81 NW 1 c
Weihaiwei	40 a.m.	20.97	43 81 NW 1 c
Hankow	41 a.m.	20.97	43 81 NW 1 c
Kinkiang	42 a.m.	20.97	43 81 NW 1 c
Shanghai	43 a.m.	20.97	43 81 NW 1 c
Gutai	44 a.m.	20.97	43 81 NW 1 c
Sharp Peak	45 a.m.	20.97	43 81 NW 1 c
Swatow	46 a.m.	20.97	43 81 NW 1 c
Takoku	47 a.m.	20.97	43 81 NW 1 c
Taihan	48 a.m.	20.97	43 81 NW 1 c
Koshun	49 a.m.	20.97	43 81 NW 1 c
Pescadore	50 a.m.	20.97	43 81 NW 1 c
Canton	51 a.m.	20.97	43 81 NW 1 c
Hongkong	52 a.m.	20.97	43 81 NW 1 c
Victoria Peak	53 a.m.	20.97	43 81 NW 1 c
Gap Rock	54 a.m.	20.97	43 81 NW 1 c
Vacao	55 a.m.	20.97	43 81 NW 1 c
Holbow	56 a.m.	20.97	43 81 NW 1 c
Pakhoi	57 a.m.	20.97	43 81 NW 1 c
Phu Lien	58 a.m.	20.97	43 81 NW 1 c
Conia	59 a.m.	20.97	43 81 NW 1 c
Ishigakijima	60 a.m.	20.97	43 81 NW 1 c
Bonin Is.	61 a.m.	20.97	43 81 NW 1 c
Chelso	62 a.m.	20.97	43 81 NW 1 c
Weihaiwei	63 a.m.	20.97	43 81 NW 1 c
Hankow	64 a.m.	20.97	43 81 NW 1 c
Kinkiang	65 a.m.	20.97	43 81 NW 1 c
Shanghai	66 a.m.	20.97	43 81 NW 1 c
Gutai	67 a.m.	20.97	43 81 NW 1 c
Sharp Peak	68 a.m.	20.97	43 81 NW 1 c
Swatow	69 a.m.	20.97	43 81 NW 1 c
Takoku	70 a.m.	20.97	43 81 NW 1 c
Taihan	71 a.m.	20.97	43 81 NW 1 c
Koshun	72 a.m.	20.97	43 81 NW 1 c
Pescadore	73 a.m.	20.97	43 81 NW 1 c
Canton	74 a.m.	20.97	43 81 NW 1 c
Hongkong	75 a.m.	20.97	43 81 NW 1 c
Victoria Peak	76 a.m.	20.97	43 81 NW 1 c
Gap Rock	77 a.m.	20.97	43 81 NW 1 c
Vacao	78 a.m.	20.97	43 81 NW 1 c
Holbow	79 a.m.	20.97	43 81 NW 1 c
Pakhoi	80 a.m.	20.97	43 81 NW 1 c
Phu Lien	81 a.m.	20.97	43 81 NW 1 c
Conia	82 a.m.	20.97	43 81 NW 1 c
Ishigakijima	83 a.m.	20.97	43 81 NW 1 c
Bonin Is.	84 a.m.	20.97	43 81 NW 1 c
Chelso	85 a.m.	20.97	43 81 NW 1 c
Weihaiwei	86 a.m.	20.97	43 81 NW 1 c
Hankow	87 a.m.	20.97	43 81 NW 1 c
Kinkiang	88 a.m.	20.97	43 81 NW 1 c
Shanghai	89 a.m.	20.97	43 81 NW 1 c
Gutai	90 a.m.	20.97	43 81 NW 1 c
Sharp Peak	91 a.m.	20.97	43 81 NW 1 c
Swatow	92 a.m.	20.97	43 81 NW 1 c
Takoku	93 a.m.	20.97	43 81 NW 1 c
Taihan	94 a.m.	20.97	43 81 NW 1 c
Koshun	95 a.m.	20.97	43 81 NW 1 c
Pescadore	96 a.m.	20.97	43 81 NW 1 c
Canton	97 a.m.	20.97	43 81 NW 1 c
Hongkong	98 a.m.	20.97	43 81 NW 1 c
Victoria Peak	99 a.m.	20.97	43 81 NW 1 c
Gap Rock	100 a.m.	20.97	43 81 NW 1 c

October 9th, 1908, a.m.

Vladivostok 7 a.m. 20.90 43 81 NW 1 c

Nemuro 8 a.m. 20.95 43 81 NW 1 c

Hakodate 9 a.m. 20.98 43 81 NW 1 c

Nagasaki 10 a.m. 20.99 43 81 NW 1 c

Kagoshima 11 a.m. 20.99 43 81 NW 1 c

Oshima 12 a.m. 20.9

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; latest alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$15,500,000	\$2,205,774	Interim of £2 for first half year @ ex 1/9 = \$21.643	5 1/2 %	\$79 1/2 London £80
National Bank of China, Limited	99,925	£7	£6	\$1,000,000 \$1,000,000 \$1,000,000	\$10,235	\$2 (London 3/6) for 1903	...	\$50
MARINE INSURANCES.								
Ganton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$19,058 \$201,959 \$185,000	none	\$20 for 1906	10 %	\$200
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 28,942	Tls. 204,424	Interim of 7/6 ex 2/5 for 1907	6 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000 \$102,478 \$129,591 \$727,649	\$2,506,011	Final of \$14 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$780
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,032 \$85,157	\$191,703	\$1 and bonus \$5 for 1906	9 %	\$167 1/2 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$172,434	\$6 and bonus \$2 for 1906	8 1/2 %	\$95 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$150,000 \$150,000 \$150,000	\$128,027	\$27 for 1906	8 1/2 %	\$230 sales
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$7,000 \$58,638	\$1,935	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	Nil	\$2 1/2 or year ending 30.4.1908	10 %	\$24 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$100,000 \$100,000 \$100,000	\$17,755	\$1 1/2 for first half year ending 30.6.08	7 1/2 %	\$28 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$100,000 \$100,000 \$100,000	£13,755	6/ for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	5 1/2 %	\$35 \$30
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	Tls. 75,000 Tls. 75,000 Tls. 75,000 Tls. 75,000	Tls. 14,510	Interim of Tls. 1 1/2 for account 1908	7 1/2 %	Tls. 47 sellers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$1,000,000 \$100,000 \$100,000 \$100,000	£6,817	Final of 1/1 making 3/4 for 1907 and Interim of 1/1 (No. 10) for a/c 1908	7 1/2 %	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$98	\$1.00 for year ending 30.4.1908	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6,869	Final of Tls. 1 1/2 making Tls. 5 for 1907	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	Dr. \$279,371	48 for year ending 31.12.07	...	\$120
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	Dr. \$135,131	48 for year ending 31.12.07	...	\$118 88 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,173	48 for year ending 31.12.07	...	\$118 88 buyers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$100,000 \$100,000 \$100,000	£11,556	Interim of 1/10 (No. 10) for account 1908	7 1/2 %	Tls. 16
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000 \$100,000 \$100,000 \$100,000	Dr. £4,191	Interim of 1/10 (No. 10) for account 1908	7 1/2 %	Tls. 16
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	\$3,726	48 for year ending 31.12.07	...	\$18
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 %	\$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$384,817	Interim of \$4 for account 1908	8 1/2 %	\$94
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 33,743	Final of Tls. 2 1/2 making in all Tls. 5 for year ending 30.4.08	6 %	Tls. 86 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 22,636	Interim of Tls. 4 for account 1908	10 1/2 %	Tls. 157 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000 Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 98 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	Dr. \$42,0	\$2 1/2 for year ending 30.6.07	...	\$16
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$100,000 \$100,000 \$100,000	\$9,178	\$1.50 for 1906	...	\$12 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$14,639	Interim of \$3 for account 1908	9 1/2 %	\$77 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000 \$100,000 \$100,000 \$100,000	\$36,915	Interim of \$3 1/2 for account 1908	7 1/2 %	\$94
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$4,611	70 cents for 1907	7 1/2 %	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$659	\$1 1/2 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 107,547	Interim of Tls. 3 for account 1908	7 %	Tls. 113 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1,541	Interim of \$2 for account 1908	9 %	\$46
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,807	Tls. 2 1/2 for year ending 31.12.1907	3 1/2 %	Tls. 66 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$9,553	50 cents for year ending 31.7.8	4 1/2 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 85,519	Tls. 6 for year ending 30.9.06 (8 %)	...	Tls. 64 buyers
Laon-kung-mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 6,398	Tls. 8 for 1906	...	Tls. 73 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 250,000 Tls. 250,000 Tls. 250,000 Tls. 250,000	Tls. 50,663	Tls. 50 for 1906	...	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	\$1,500 \$25,000 \$25,000 \$25,000	£648	10/ per share for 1907 = \$1.037	13 1/2 %	\$7 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$100,000 \$100,000 \$100,000	Nil	\$1.20 for 1907	12 %	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$25,000	60 cents for year ending 31.12.06	...	\$6
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$8,593	80 cents for 1907	8 1/2 %	\$9 1/2 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$5	\$1,000,000 \$100,000 \$100,000 \$100,000	\$2,074	\$1.50 for year ending 31.7.07	6 1/2 %	\$20 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1,078	Interim of 40 cents for account 1908	13 1/2 %	\$10 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$1,000,000 \$100,000 \$100,000 \$100,000	\$18,917	\$2 for year ending 31.12.08	10 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$9,311	\$1 and bonus 20 cts. for year ending 29.1.08	6 1/2 %	\$18
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	\$4,578	Interim of \$1 for account 1907	8 1/2 %	\$235
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$18,191	Interim of \$1 for account 1908	8 %	\$25
Maatschappij tot Mijn. Bosch en Landbouwen. exploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500 Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 2nd quarter	5 %	Tls. 650 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 1/2 %	\$14 1/2
Peak Tramways Company (new)	50,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	Nil	None	...	\$8
Philippine Company, Limited	75,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	Nil	None	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 117 buyers
Shanghai-Sumatra Tobacco Company, Limited	50,000	Tls. 20	Tls. 20	Tls. 24,800 Tls. 75,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	13 %	Tls. 107 1/2 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 58,131	Final of 37/6 making 52/6 for 1907	...	Tls. 400
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$100,000 \$100,000 \$100,000	Dr. \$90,237	None	...	\$25
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$100,000 \$100,000 \$100,000	\$478	40 cents for year ending 31.5.07	6 1/2 %	\$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	4 1/2 %	Tls. 94
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$111	50 cents for 1907	4 1/2 %	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$1,000,000 \$100,000 \$100,000 \$100,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end 31.5.07	6 1/2 %	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$6,438	Final of 30 cts = 3 1/2 making 60 cents for year ending 31.12.07	6 %	\$10
William Powell, Limited	15,000	\$10	\$10	\$1,000,000 \$100,000 \$100,000 \$100,000	\$41	Final of 30 cts making 80 cts. for the year ended 30th June, 1900	...	\$5 sales

* These shares are entitled to half of the profits

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